

INTIMATIONS

A. S. WATSON & CO., LIMITED.



WINE & SPIRITS.

WE beg to call attention to our PRICE LIST OF WINE & SPIRITS as below—

As these are all selected and bought first hand by our London House we save any intermediate profits and are thereby enabled to supply the best quality at moderate prices.

PORT.

(For Invalids and General Use.)	Per Case	Per Bottle
1. VINTAGE, superior quality, Red Cap.	\$14.40	\$1.20
2. FINE OLD VINTAGE, superior quality, Black Seal Cap.	10.20	1.35
3. VERY FINE OLD VINTAGE, extra superior, Violet Cap.	20.40	1.70

CHERRY.

Per Case	Per Bottle
1. SUPERIOR FINE DRY, Green Seal Cap.	\$10.80 \$0.90
2. MANGONILLA, FINE DRY, White Seal Cap.	12.00 1.00
3. SUPERIOR FINE DRY, Red Seal Cap.	12.00 1.00
4. VERY SUPERIOR OLD, White Seal Cap.	14.40 1.20
5. EXTRA SUPERIOR OLD, White Seal Cap.	20.40 1.70

B, C, and CC are excellent dinner wines or for invalids and delicate stomachs. D and E are after-dinner wines of a very superior vintage. All are true Xeres Wines.

CLARET.

Per Case	Per Bottle
1. SUPERIOR, Green Seal Cap.	\$6.90 \$0.58
2. ST. JULIEN, Red Cap.	9.00 0.75
3. LA ROSE, Red Cap.	12.00 1.00
4. SAUTERNE, Red Cap.	7.20 0.60
5. CHATEAU D'ANGLOU, Red Cap.	9.60 0.80
6. HATS BRON LAMBERT, Red Cap.	18.00 1.50
7. CHATEAU D'ANGLOU, Red Cap.	21.00 1.80

Our Claret, including the lowest priced, are guaranteed to be the genuine product of the vine of the grape, and are not artificially made from various and inferior materials, as is generally the case with cheap wines.

HOCK.

Per Case	Per Bottle
1. NORDSTEIN, Green Seal Cap.	\$12.00 \$1.00
2. HOCHREIMER, Green Seal Cap.	21.00 1.75
3. HOCHREIMER, Green Seal Cap.	24.00 2.00

BRANDY.

Per Case	Per Bottle
1. HENNESSY'S VERY OLD COGNAC, Red Cap.	\$18.00 \$1.50
2. SUPERIOR VERY OLD COGNAC, Red Cap.	21.00 1.75
3. VERY OLD COGNAC, Red Cap.	24.00 2.00
4. HENNESSY'S VERY OLD COGNAC, Red Cap.	36.00 3.00
5. VERY OLD COGNAC, Red Cap.	48.00 4.00

All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.

Per Case	Per Bottle
1. SCOTCH, Green Seal Cap.	\$10.80 \$0.90
2. VERY OLD SCOTCH, Green Seal Cap.	12.00 1.00
3. VERY OLD SCOTCH, Green Seal Cap.	14.40 1.20
4. VERY OLD SCOTCH, Green Seal Cap.	15.00 1.25
5. VERY OLD SCOTCH, Green Seal Cap.	14.40 1.20

Our lowest priced Whisky is of excellent quality and of recent age, than most brands in the market. We recommend our customers not to be deterred by the low price of some of the cheap and inferior Whiskies, as they are equal to any. Absolut-Glenlivet is equal to any. Whisky (smoky) that could not be replaced in stock at the price. D and E are of very low known and good quality.

AMERICAN.

Per Case	Per Bottle
1. VERY OLD AMERICAN, Green Seal Cap.	\$12.00 \$1.00
2. VERY OLD AMERICAN, Green Seal Cap.	15.00 1.25
3. VERY OLD AMERICAN, Green Seal Cap.	15.00 1.25

All these are very fine and old, and have been stored in Hongkong in wood for over 20 years, being little used for Irish Whisky.

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CHINA, JAPAN, COREA, INDO-CHINA, STRAITS, NETHERLANDS, INDIA, SIAM, PHILIPPINES, BORNEO, &c., &c., WITH WHICH ARE INCORPORATED THE CHINA DIRECTORY AND THE HONGKONG DIRECTORY AND HONG-KONG FOR THE YEAR 1897.

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BIRTH.

On the 21st inst. at No. 10, Queen's Road East, the wife of C. L. BROWN, of Jersey, Channel Islands, of a daughter. (1897)

The Daily Press.

HONGKONG, AUGUST 27th, 1897.

The publication of Dr. HARTIGAN's letter on the medical inspection of shipping appears to have excited a considerable interest in bringing about a modification of the views of those who originally proposed the adoption of such a measure. It is now generally admitted that medical inspection would be a good thing if it could be carried out, and an examination of the supposed difficulties are found to be not nearly so great as imagination had painted them. It was urged, for instance, that the examination would be of no use unless it was thorough, and that the time and staff necessary for a thorough examination rendered such a measure quite impracticable, having regard to the great number of passengers arriving in the colony every day. From the stress laid upon this objection, it might almost have been thought the objectors supposed that nothing less than an examination as rigid as for life insurance was in contemplation. As a matter of fact, in the case of the large number of vessels that carry surgeons on examination by the Health Officer would be required, the declaration of the ship's surgeon being accepted as sufficient. Of the vessels that do not carry surgeons a considerable number do not carry passengers either, and their examination would occupy a very short time. With regard to vessels carrying passengers but not surgeons it is in the character according to circumstances. In the case of a vessel arriving, say, from Singapore, after a voyage of six or seven days, during which, according to the captain's report, no case of sickness had occurred on board, we should say a mere face examination would be sufficient. In cases of vomiting and purging had occurred the necessity for a more searching examination would be indicated. In the case of vessels arriving from ports at which smallpox was known to be prevalent, the examining officer would naturally keep his eyes open for indications of that disease, but speaking generally we should say that with regard to passengers arriving by ocean going steamers very little more than a face examination would be required to satisfy the doctor whether any of them were suffering from illness or suspicious symptoms of such a character as to require their detention. In the case of vessels arriving from ports affected by the plague the examination would naturally be stricter, but seeing that under the law as it stands immigration from plague infected ports may be prohibited altogether it is difficult to understand how there can be any objection on the part of shipping to the less drastic course of examining passengers on their arrival. It will be seen, then, that foreign shipping has little delay or inconvenience to fear from the establishment of medical inspection. As to the junks, the belief that has been expressed on their behalf is rather extraordinary. Hitherto it has been a frequent complaint that junks were much more favourably dealt with in the matter of quarantine regulations than foreign shipping, and that it was unfair that white junks were allowed to import cases of sickness apparently without let or hindrance, a foreign ship should be subjected to all the inconvenience and loss attending the measures taken in her respect if she imported a solitary case of smallpox. It is proposed now to treat all alike, and though at first there appeared to be some fear with regard to the junk trade, opinion seems to be now coming round to the view that some sort of medical supervision should be exercised over the native craft frequenting the harbour. As to the cost to the colony, when one considers the measures the principal lines of steamers take quite voluntarily to prevent disease finding its way on board their vessels, the inspections they have made, and the expense they incur, it is difficult to understand how they can object to the colony taking measures for its own protection and imposing medical inspection on the various classes of craft that do not provide a system of medical inspection for themselves. As to the practicability of the measure there can be no real dispute. The argument that junks would go to Stanley or Aberdeen in order to escape the inspection to which they would be subjected on entering the harbour of Victoria does not carry any weight with it, because the voyage to either of those places would occupy longer than the medical inspection and they would not know what to do with their cargo when they got there. If, however, it was found that junks did in fact go to Stanley or Aberdeen for the purpose of avoiding inspection, without in-

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VESSELS EXPECTED.
THE HARBOR MAIL.
 The M. M. steamer *Terra*, with the French mail of the 30th ultimo, left Singapore on Tuesday, the 24th instant, at 5 p.m., and may be expected here on or about Tuesday, the 31st instant. This Packet brings replies to letters despatched from Hongkong on the 23rd June.
THE AMERICAN MAIL.

The P. M. steamer *China*, with mail, sailed from Yokohama at 6 o'clock for Kobe, Nagasaki, and Shanghai, on the 6th instant.

The O. & O. steamer *Batig*, with mail, also sailed from Yokohama at 6 o'clock for Kobe, Nagasaki, and Shanghai, on the 6th instant.

The N. P. steamer *Pacific* arrived at Yokohama from Tacoma on the 23rd inst.

The N. P. steamer *Olympic*, sailed from Yokohama at 7 A. M., for the port of Japan on the 24th instant.

The E. & A. steamer *Mennier*, from Sydney, Australia, left Fort Darwin on the 24th instant for Yokohama.

The N. G. I. steamer *Tetsuro* left Singapore on the 20th instant, and may be expected here on or about the 27th instant.

The S. S. steamer *Yokohama Maru*, from Kobe, left Thursday Island for this port, on the 27th instant, and is expected to arrive here on the 28th instant.

The steamer *St. Ninon*, from New York, took her departure from Hongkong, left Singapore on the 5th instant, and is due here on or about the 31st instant.

The S. S. steamer *Albatross*, from Glasgow, Liverpool, and London, passed the Canal on the 17th inst., and may be considered due at Singapore on the 20th inst.

The Rickmers steamer *Helene Rickmers*, from Antwerp, and Hamburg, passed the Canal 17th Aug. and may be considered as at Singapore on or about the 7th. September. The C. Mutual steamer *Oryza*, from Swatow and Liverpool, passed the Canal on the 18th inst. and may be considered due at Singapore on or about the 11th. September.

PASSED THE CANAL.

Outward—27th July—Bendure, Kremslöh, Loebitz, 30th July—Nordaua, Laura Branch, 3rd Aug.—Gisela, Hertha, 6th Aug.—Elin Branch, Blüthner, 8th Aug.—Aug.—Moezel, Sumatra, Korra, Glaucus, St. Jerome, 17th Aug.—Gleanring, Sydney

PEAK DELIVERY closes at Post Office at 1.30 a.m. and 3 p.m. or in Letter Boxes in the Cars by 12 and 3.30 o'clock. Trans. Letter Boxes at Peak will be cleared at 12.30 and 4 p.m.

The authorised List of Mails issued in connection with this paper is the only publication each day in any Extra, which is printed

The Postal Guide for 1896, revised to date, will be found in *the Chronicle and Directory*. This is the only authorized complete summary of Postal information published in Hongkong.

A MAIL VESSEL CLOSURE.

For Yokohama—Per *Legal*, to-day, the 27th inst., at 8.30 a.m.

For Nagasaki, Kobe and Yokohama—Per *Yokohama*, to-day, the 27th inst., at 11.30 a.m.

For Shanghai, Chafco, Chempo, Nagasaki, Gusan, Gusan and Wladroost—Per *Stigee*, to-day, the 27th inst., at 11.39 a.m.

For Yokohama, Kobe and Yokohama—Per *Yokohama*, to-day, the 27th inst., at 11.30 a.m.

For Port Darwin, Thursday Island, Brisbane, Sydney and Melbourne—Per *Nanchang*, to-day, the 27th inst., at 11.30 a.m.

For Kobe and Yokohama.—Per *Idzumi Maru*, to-day, the 27th instant, at 3.30 p.m.
For Manila.—Per *Yuzansang*, to-day, the 27th instant, at 3.30 p.m.
For Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, and Melbourne.—Per *Airlie*, to-day, the 27th instant, at 4.30 p.m.
For Haiphong.—Per *Clara*, to-day, the 27th instant, at 5.00 p.m.
For Bangkok.—Per *Kong Beng*, to-morrow, the 28th instant, at 5.00 p.m.

25th instant, at 3.30 A.M.
 For Haiphong.—Per *Hano*, to-morrow, the
 28th instant, at 9.30 A.M.
 For Sandakan and Kudat.—Per *Doucalin*,
 to-morrow, the 28th instant, at 2.30 P.M.
 For Singapore.—Per *Irene*, to-morrow, the
 29th instant, at 4.30 P.M.
 For Wuohoo.—Per *Hui On*, to-morrow, the
 28th instant, at 5.00 P.M.
 For Singapore, Colombo and Bombay.—Per
Hiroshima Maru, on Tuesday, the 31st instant,
 at 11.30 A.M.

For Singapore, Penang and Bombay.—Per *Victorino*, on Wednesday, the 1st September, at 1002.
For Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Tacoma, Wash.—Per *Victoria*, on Tuesday, the 7th Sept., at 1130 A.M.

MAILS BY THE FRENCH PACKET.
 The French Contract Packet *Salomé* will be despatched on WEDNESDAY, the 1st September, with Mails to the United Kingdom, Australia, and all ports beyond Asia, Madagascar, and the Cape of Good Hope.

2.00 P.M.—Posting of Prices Current and Circulars ceases.

4.00 P.M.—Registry ceases.

4.30 P.M.—Posting of newspapers, books, and patterns ceases.

5.00 P.M.—Closes.

The Canadian Mail Packet *Empress of India* will be despatched on WEDNESDAY, the 1st Sept., with Mails for Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C., which will be closed as follows:—
 9.00 A.M. Registry closes.
 9.45 A.M. Post Office closes, but correspondence may be posted on board the Packet with a Late Fee of 20 cents extra Postage until the time of departure.

**MAILS BY THE UNITED STATES
PACKET.**
The United States Mail Packet *Del Rio*
will be despatched on **THURSDAY, the 2nd**
September, with Mails for Shanghai, Japan
and San Francisco, the United States, Canada,
Australia, Peru, &c., which will be closed as
follows:—
12.00 A.M. Registry closes.
1.00 A.M. Post Office closes, but Correspondence may be posted on board the Packet.

with Late Fee of 10 cents extra Postage
until the time of departure.

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Sole Agents for China,
SCHEELE & CO
Hongkong, 25th January, 1892. 1969

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any

EBT contracted by the Officers or the Crew, the following Yards during their stay in our home Harbour:-
 Messrs. Coburns, Amer. ship, Nichols - Standard Oil Co.
 Messrs. British, etc., W. Ellis - Gibbs, Livingston & Co.
 Messrs. Brit. air, J. G. Spence - D. Macdonald, Sons & Co.
 Messrs. Brit. air, G. Hyde - Order.
 Messrs. Rev. etc., Park - Simmons & Co.

